

Roads: Operations
Transport Scotland

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Norma Ross
Chair Contin Community Council
contincommunitycouncil@gmail.com

Your ref:

Our ref:
202200298696

Date:
11 May 2022

Dear Norma Ross,

A835 Contin and Achilty

Thank you for your correspondence of 11 April 2022 to Kevin Campbell at BEAR Scotland. As this is an operational matter for Transport Scotland I have been invited to respond as Road Safety Manager for the North West Unit.

Firstly, BEAR Scotland have reviewed their incoming correspondence and have advised us that they have no record of correspondence from September 2021.

Road safety is of paramount importance to the Scottish Government. Together with the Trunk Road operating Company, we assess the safety performance of the trunk road network on an annual basis by screening all locations where three or more personal injury accidents have occurred in a three year period. Alongside accident clusters, we also look at accident patterns and rates in the form of Route Accident Reduction Plans (RARP). This ensures that full consideration is given to accidents that may be spread along a corridor. Further investigations are carried out and, where appropriate, mitigation measures are prioritised and delivered. This robust, evidence-based approach ensures that the funding available can be prioritised to those locations that offer the possibility of delivering the greatest casualty accident savings. It is essential that we use this evidence to enable us to prioritise resources across the country to effectively support the delivery of Scotland's Road Safety Framework to 2030 and its casualty reduction targets.

There have been no reported personal injury accidents on A835 through Contin and Achilty in the ten years to 7 January 2022, the most recent date to which data is available. Consequently, Contin or Achilty have not been identified for further investigation through the annual process outlined above. Please be assured that all accidents that result in injury to road users are considered through the annual assessment outlined above, rather than just those where there are fatalities.

The speed limits applied to any section of the Trunk Road network are determined by a number of criteria, set out in Circular ETLTD (2006). These are intended to provide consistency in speed limits and this Circular was used as the basis for the Trunk Road speed limit review, which was completed in 2012. A speed limit review was undertaken on the 40mph A835 section through Achilty and 30mph section through Contin. It was recommended that both existing speed limits be retained. This was

agreed in consultation with the Police.

The findings of this review have been reviewed by road safety engineers at BEAR Scotland, who have confirmed that there has been no material change in the road environment to justify another speed limit review. Furthermore, the level of frontage development through Achilty does not support a reduction in speed limit to 30mph based on current adopted speed limit policy (Circular ETLLD (2006)).

Whilst we recognise the benefits lower speed limits can have in specific settings, lowering trunk road speed limits to low levels which are not consistent with the road environment and are not self-enforcing is not desirable as it undermines the wider consistency of speed limit application, risks reducing compliance with speed limits more generally and can introduce risk where compliance is assumed by road users and not achieved. Speed limits not appropriate for the road environment and road users risk undermining the credibility of established enforcement regimes.

Notwithstanding this, we have made enquires with the Highlands and Islands Road Policing Division of Police Scotland to enable greater understanding of their position, including the comments made to the Community Council. Should further evidence to support a review of the speed limit become available then this will be taken into consideration.

We have asked BEAR Scotland to carry out speed monitoring at locations on the A835 at Contin and Achilty to assess compliance with the 30mph and 40mph speed limits respectively. We will use this data to ascertain if further speed management measures may be necessary. In line with best practice, these surveys will be carried out in 'neutral periods', which is intended to ensure that the data collected is typical of traffic throughout the year.

We have also asked BEAR Scotland to undertake a survey of pedestrian demand in the vicinity of the shop and community hall in Contin. This will confirm the number of pedestrians crossing the A835 and any delays encountered in doing so. The provision of controlled pedestrian crossings, as with many forms of infrastructure, is based on assessment of the available evidence and application of relevant guidance to ensure safety and accessibility priorities are met, resources are used effectively and that a consistent level of provision is provided across the country.

I hope you will find this information useful and please be assured that we will continue to monitor road safety on the A835 at Contin and Achilty.

Kind regards.

Yours sincerely.



Richard Perry
Road Safety Manager